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Congressional Documents.

REPORT OF THE CHIEF TOPOGRAPHICAL ENGINEER.—*Continued.*

63. In making out the estimates for the ensuing year I have been governed by considerations which occasion a slight difference between that estimate and the one furnished by the superintending officer. Differences of this kind are not unfrequent; they arise from the difference of views which exist between the officer in charge of a particular work and the judgment of the department, the views of which extend to every work under its control. It is occasionally deemed expedient to anticipate a greater or a less activity, a greater or a less extent of operations, than is anticipated by the officer in charge of the work, and a greater or less amount than he requires is, in consequence, occasionally required by the department. In the present case, Lieutenant Colonel Long does not, in his estimate, appear to have anticipated the use of more than one snag boat on the Missouri; but when the great importance of that river is considered, the vast and rapid increase of its travel and its trade within a few years, its great length, and its intimate connection with the defence of the Rocky Mountain frontier, it is considered as requiring more active amelioration than can be accomplished by one boat. The physical condition of the river also requires a boat of a different construction, of a lighter draught, from about Fort Leavenworth, and above, to the kind of boat adopted below that position. Accordingly, the estimate submitted with this report provides for the construction and use of one more snag boat than is anticipated in the estimate of Lieutenant Colonel Long.

64. There has also been excluded from the estimate of the bureau several items in the estimate of Lieutenant Colonel Long for expenses of surveys on the Tennessee river. These could not be introduced in an estimate under the head of the appropriation which neither mentions that river, nor contemplates operations upon it. They belong to a different, and, comparatively, a new subject, and cannot, by any justness of reasoning, be involved in an estimate for the "Ohio, the Mississippi, the Missouri, and the Arkansas." Nor could any part of an appropriation, under that heading, whatever might be its amount, be expended upon any operation upon the Tennessee.

65. Admitting to its fullest extent, which I readily do, the great importance of the commerce of that river, and the necessity and feasibility of improving its navigation, yet, in conformity with long-established usage, an item in reference to it cannot

be introduced in the estimates of this office without some previous intimation to that effect from Congress, or without the orders of the department.

66. Similar remarks apply to the Rock River and Des Moines rapids of the Mississippi. But as these are parts of the Mississippi, and intimately connected with its improvement, and as the improvement of that river is a direction of existing laws, the estimate will embrace the items for additional investigation of those passes, but it does not embrace any thing for their improvement. There can be no doubt of the necessity that these passes should be improved, but the time when they shall be attended to, and the amounts which shall be appropriated in the first instance, are left for the direction of Congress.

67. Much desirable information on the subject will be found in the report of Lieutenant Colonel Long, and the bureau is always ready to furnish more, and to render such estimates in detail as may be required of it. Under these views, the estimate for the Ohio below the falls, and the Mississippi, the Missouri, and the Arkansas, for the service of the year commencing the 1st of July, 1844, and ending the 30th of June, 1845, has been made out, amounting to \$249,400.

68. The harbor of St. Louis. Special investigations are now being made in reference to this harbor, but they have not yet been completed. Former plans and estimates on this subject are already before Congress, and appropriations have been made and expended upon the work. As there can be no doubt that the investigations now being made will result in an estimate of some amount, and as the first season of the renewal of a work is always one of a comparatively small expenditure, I have submitted, in the present estimate, for your consideration, no greater sum than \$30,000.

69. The first surveys in reference to this harbor were made by Lieutenant (now Captain) R. E. Lee, in 1837, and the plan which was adopted was the result of his investigations. This plan contemplated the construction of a dam from the head of Bloody island to the Illinois shore; a revetment of brush and stone, for the protection of the eastern shore of this island; and a long dike, or jetty, extending from the lower part of the island, downward, and nearly parallel to the St. Louis shore. The total amount of Captain Lee's estimate was \$158,554.

70. A sketch of the harbor, which accompanies this report, will enable the honorable Secretary the better to understand the plan which was proposed, and the following remarks upon it from Lieutenant Colonel Long:

71. "Of these structures, the dike and the escarpment have been completed, but to what extent, or

at what cost, either respectively or collectively, I am not able to state.

"The dam has never been constructed; but, as a substitute, a sort of hedge work, composed of piles, small trees, saplings, bushes, &c., was commenced at the foot of an island near the Illinois shore, nearly a mile and a half above the head of Bloody island, and carried downward a considerable distance in a direction to strike the head of Bloody island.

"The object both of the dam and of the hedge work was to divert the water from its passage downward between Bloody island and the Illinois shore, which has not yet been accomplished. On the contrary, the Illinois channel seems to be constantly enlarging, both in width and depth, by annual abrasions of the Illinois shore, and by the increasing force of the current on this side of the river, which sweeps the detritus from the bottom of the channel.

"By the aid of the accompanying diagram, which has been compiled on a reduced scale from the map of Captain Lee, we shall be able to explain more clearly the condition of the Mississippi at and near St. Louis; the positions of its channels, bars, &c.; and, at the same time, afford an illustration of the views entertained in regard to the method of improvement best calculated to subserve the exigencies of the case.

"The broad part of the river, situated between the foot of the island at A and the head of Bloody island at B, presents an extensive bar of loose sand, across which the low-water volume flows in a broad and comparatively thin sheet, and enters the channel between Bloody island and the Illinois shore. The quantity of water that now flows on this side of the river is thought to be very considerably larger, especially in a high stage, than that passing in the Missouri channel. Formerly, the main body of the river, in all stages, passed between the island and the Missouri shore—the channel on this side being about a quarter of a mile wide and twelve to twenty, and in some instances thirty, feet deep, in the lowest stage of water. The extensive bar above mentioned is annually spreading towards the Missouri shore, and, at the distance of about a mile above the main landing at St. Louis, has already approached so near that the space occupied by the present channel on that side is quite narrow. I have been credibly informed that the depth of water in it during the very low stage that occurred in November last was scarcely sufficient for the passage of boats drawing four feet.

"The line of hedge work substituted for the dam across the Illinois channel was to extend from A towards B, but was to be interrupted about midway of its course in such a manner as to leave a free passage for the boats plying across the upper ferry at St. Louis.

"The escarpment of stone and bushes has been formed on the right side of Bloody island, extending from C to D. This work, whether beneficial or otherwise, has undoubtedly served to protect the island against the abrasions of the current.

"The dike at the lower extremity of the island is represented by the line E F. Among the results to be witnessed in its neighborhood is the prolongation

of the island downward through the whole extent of the dike. Whether this result has been produced in whole or in part by the dike, or by the ordinary action of the currents, may be regarded as a question of difficult solution.

"The dam, from B to G, as before remarked, has never been constructed. The width of the channel, in the direction of the dam, has evidently been much increased, by abrasion upon the Illinois shore, since the date of its projection.

"Improvements are required at this place for preserving and protecting the harbor, rather than for the purpose of affording safety and facility to the navigation of the river. The obvious tendency of the river is to open for itself a channel on the Illinois side, and, eventually, to fill with alluvion, and to desert, the Missouri channel, which constitutes the harbor. Accordingly, the adoption of measures calculated to counteract and prevent so baneful a catastrophe becomes an object of incalculable importance, not merely to the commerce of St. Louis, but to that of the West generally."

72. It is a subject of extreme interest to investigate thoroughly the changes which have taken place in this harbor since these works have been made, and to study with great care the effects which have been produced by them. In that way, data deserving of the greatest confidence, and upon which [to base] judicious plans for future operations, are only to be obtained.

73. For many years, the river at this locality has been gradually working out for itself a channel on the Illinois side, to the injury of that on the Missouri side; and if this process is not interrupted, it will eventuate in the destruction of the present harbor landing of St. Louis. It was to prevent so lamentable a catastrophe that the surveys and plans of 1837, and the consequent operations, were projected. These were unfortunately interrupted in 1839 by the omission to make appropriations for them; and one can now only conjecture what would have been the results, if the plans proposed and modified, as effects were observed, had been steadily persevered in.

74. Our course at present is carefully to study existing conditions and effects of the incomplete works, and to present plans for the completion of the same, or of such modifications as would probably have suggested themselves to the able officer who was then in charge of the work. The subject is one of the greatest importance, involving vast facilities to the trade of the Mississippi, and an immense amount of property, and one, also, which does not admit of much longer delay.

75. Of the Ohio above the falls. As the report received upon this work is also the first since the appropriation of August, 1842, except a report from Captain Hughes, indicating the condition of the river, and plans for its improvement, which was submitted to Congress during the last session, I have considered it advisable to attach it as an appendix (No. 2) to this. It is also a report full of interest, embracing those condensed historical views so essential to a clear understanding of the subject, and which renders unnecessary a similar exposition on

the part of the bureau. As Captain Sanders justly remarks, "there can be no diversity of opinion as to the propriety of removing snags, rocks, and such like obstructions, though there may be some choice in the means employed; but plans for deepening the channel and regulating its direction are fruitful sources of clashing views." And he has, with much propriety, devoted the greater part of his report to these last considerations.

76. The distance from Pittsburg to "the falls" is about six hundred miles, and constitutes the division now under the superintendence of Captain Sanders. The object of the improvement is to furnish a continuous navigation, during low stages of water, for boats of light draught; and the most that is anticipated is, that there shall be at no time over any of the numerous shoals between Pittsburg and the falls a less depth than from twenty-four to thirty inches. Such a result can be obtained only by concentrating the water, during its lowest stages, into one channel; to accomplish which, is the problem to be solved. The means are the combined or single action, as the case may require, of wing dams, jettées, and excavations. The length and height of these dams, their direction, and the materials of which they should be constructed, depend entirely upon localities and the judgment of the engineer. The great working element is the stream itself, and the great study of the engineer is to give to this element the direction, force, and assistance, adapted to produce the desired results.

77. The methods of operating on this river are by contract and by hired labor. The construction and repair of dams, and the procuring of materials, are matters of contract; but the removal of snags and rocks in the channel is done by persons employed under an efficient master workman. This last cannot well be matter of contract, as its proper execution requires not only that snags and obstructions should be removed, but that they should be diligently sought after, in order to be removed. No previous inspection would give that accurate knowledge of the bottom which would enable an agent to specify, in a contract, all that should be done; and no after inspection could well be made sufficiently minute to determine that all which had been required had been done. Such work can be well executed only by proper machinery and hired labor, under a vigilant master workman; with whom, there being no interest to slight the work, there would be no inducement to pass by difficult or recently discovered obstructions.

78. And in general, even in reference to the construction of dams, and of all other works, my own experience and judgment are in favor of contracting only for the materials, and of putting them together by hired labor. Materials are easily inspected in a loose state, and being inspected at places of delivery and use, contractors for them would rarely bring such as would be rejected; and upon which, in consequence, they would lose all the expenses of carrying to and away from the work. The great point is the manner in which materials are put together; in other words, the construction of a work. If this be

well done, even with materials of inferior quality, good results can be obtained; if it be badly done, even with the best materials, the result cannot fail to be disgraceful to the superintending officer, and wasteful of the expenditure. Now, if a contractor construct as well as an intelligent officer, with hired labor, it will cost him as much, and he can realize no profit, unless at a price greater than the work would cost under an officer and with hired labor. But, if he realize a profit from the construction without an enhanced price, it must be either at the expense of the work, or that he can procure labor at a less rate than the officer, or that he can get more work out of his laborers. Now, the first should certainly be carefully avoided, as it would be no difficult matter to prove that works of a certain character, badly constructed, are dear at any cost. The second is hardly probable, as the United States is as good a paymaster as a contractor. And the third is a benefit to the contractor, at the expense of the laborer.

79. The great economy in all public as well as private constructions is in the skilful and faithful execution of the work; and the system which ensures such a result, even at a slight increase of cost, is undoubtedly the best to be pursued. Good work can no doubt be obtained from contractors, if an adequate price be allowed, and if a system of unremitting supervision be adopted. But such a supervision will require the employ of many well-qualified persons, at suitable compensations; and although these compensations are not paid to the contractor, and therefore no part of the contract price for the work, yet they are necessarily part of its cost, and should be taken into the account in all statements of its cost.

80. Adequate price is rarely to be expected by a contractor, under the system of giving contracts to the lowest bidder; and the clamor which would be raised were any other system adopted, scarcely leaves the hope that a different course could be pursued. It is therefore, I think, the safer way to contract only for materials, and to put them together, under suitable superintendents and master workmen, with hired labor. In this way, good work will always be obtained, even if it should be apparently at a higher price than by contract. It is, however, in reality, cheaper, as such work will not require annually, under the delusive head of repairs, expenditures which, in a few years, equal the original cost.

81. It was at first determined to assign no more than fifty thousand dollars to the Ohio above the falls, but, on representation of the superintending officer that this amount would not enable him to do as much work as could be done advantageously this season, it was increased to sixty-five thousand dollars. I beg leave to state, that this proportion of the appropriation was not assumed from any consideration of comparative merit or necessity of the works on that part of the Ohio, or in reference to the amount of labor required there, but merely from the consideration that, during the first working season since the appropriation, not more than that amount could be advantageously expended upon this part of the river.

82. In addition to the machinery and boats which the works require, expenditures have been made at—

83. First, White's ripple and Wallery's trap. The old dam has been repaired; a new dam projected, and now being made, extending from the left shore; also, a low wing dam, to form a low-water boundary to the channel; and the channel is also being enlarged by the steam scrape boat. This work is one of great professional as well as commercial interest, as all the various means adopted for the improvement of the shoals of this river have to be combined for its benefit.

84. The superintending engineer makes an interesting remark in relation to securing these dams from ice and drift, as resulting from his experience, namely, "that there is no greater security against injuries from ice and drift than finishing the dam with small stone, brought to a regular macadamized surface."

85. Second, Deadman's island. The operation at this point is to remove an old wing dam and to excavate a new channel on the right shore.

86. Third, Beaver shoals. At this point, the work consists in excavating the rock from the bed of the channel. This is a work of blasting under water. As much as two hundred and fifty cubic yards of solid rock had been removed by the latter part of August. And the same party of laborers had also removed from the line of the channel three large trees with roots, forty blocks of stone, averaging twenty cubic feet each, and about one hundred and fifty cubic yards of small stone.

87. Black's island. A dam is being made here, for stopping the passage to the right of the island, and for concentrating the water in the channel. This work is under contract, and is progressing very satisfactorily.

88. Brown's island. The former dam is being repaired. It is reported as being very solid and tight, and as already turning nearly all the water of the river, in its dry stages, into the desired channel.

89. Mingo island. The stone is being collected for the construction of the dam at this island, the object of which is to close the passage on the left of the island.

90. Captina island. Here the work is, to repair a dam. One had been constructed, but left unfinished when these works were suspended. It had been seriously injured—stone from the top rolled off, and one complete breach through it.

91. Fish Creek island. The object at this place is to obstruct the passage to the left of the island. It is a new work. The stone for the dam had already been quarried; much of it had already been transported to the place, and it was expected that the dam would certainly be finished during the month of November.

92. Petticoat ripple. This is considered one of the most difficult shoals to pass of the entire river. It requires two wing dams, one from each shore, in order to concentrate the water in the channel. The dams are nearly completed, and already an increased depth in the channel is observed.

93. Marietta island. The effort here is to cut

away a sand bar which obstructs the entrance to the Muskingum, by extending the jettee from the foot of the island. The effects of the work are not yet sufficiently known.

94. Blannerhassett's island. The works here are to stop the passages to the left of the island, and between the island and towhead at its foot. The dam at the latter place has been built, and its happy influence, in the depth of water over the bar, was immediately experienced.

95. Buffington's island. A wing dam is being made at this place, in order to concentrate the water in the passage to the left of the island.

96. In his estimate for the ensuing fiscal year, viz: from the 1st of July 1844, to the 30th of June 1845, Captain Sanders divides as much of the Ohio as constitutes his command into four different sections; for each of which he names the places where improvements are required, and specifies in detail for each the kind and quantity of labor and materials.

97. The first section is from Pittsburg to

Wheeling, and will require	- - -	\$63,200
Second section, from Wheeling to Letart's falls,	- - - - -	66,200
Third section, from Letart's falls to Portsmouth,	- - - - -	17,000
Fourth section, from Portsmouth to Louisville,	- - - - -	28,500
Office expenses, stationary, and contingencies,	- - - - -	9,200
Making a total of	- - - - -	<u>\$184,100</u>

98. He says: "In presenting my estimate for the next year, which amounts to one hundred and eighty-four thousand one hundred dollars, I have endeavored to bring it to a sum which you would willingly recommend, and Congress would cheerfully appropriate. But, if I were solely guided by the importance of the work, and limited the amount to the sum which I could judiciously apply without increasing the necessary contingent expenses, it would have been greatly increased. I have not offered, nor do I now offer, an estimate for the completion of the work; for there is much which may arise that I cannot pretend to foresee. The more costly part of the improvements, however, will be on the upper half of the river."

99. The estimate for the Ohio river below the falls, and for the Mississippi,

the Missouri, and the Arkansas, has already been stated at	- - -	\$249,400
Which, added to the amount for the Ohio, above the falls, viz:	- - -	184,100

Will make a total of - - - \$433,500 which amounts will be found with the estimate, herewith submitted, under the phraseology of existing appropriations for those objects.

100. Delaware breakwater. The original estimate for this work of 1829 amounted to	- - -	\$2,216,950
The revised estimate of 1836,	- - -	3,030,909
The appropriations at various times have amounted to	- - -	1,921,000

101. The last appropriation was in 1838; since the expending of which, it may be said that the work has received but little attention. If it be not intended to complete this work, in conformity with the original and revised plans and estimates, it seems to me unnecessary that it should continue to form an item in the annual report. I shall therefore, with the approbation of the department, merely state that one hundred thousand dollars is the least that can be required for its recommencement and further prosecution. But even this amount need not be appropriated, unless it be contemplated to grant the further appropriations that will be necessary.

102. Light-house upon the Brandywine shoal. The first light erected on the shoal was by virtue of an appropriation of \$29,200, in 1826. I believe it did not stand the storms of a single season, having entirely disappeared before the termination of the first winter after it was erected.

103. The shoal is a dangerous obstacle, at the mouth of Delaware bay; and a light-house upon it is of extreme importance to the navigation of that bay. After the catastrophe which befel the one that had been erected there, an appropriation to rebuild the light-house was made in June, 1834, and the duty of rebuilding it was assigned to this bureau. The first report upon the subject was made in January, 1835, stating that about \$124,000 would be required for the work. A second report, after additional investigations, was made in December of the same year; the estimate in this case varied but little from that of the first. Two appropriations have been made for the rebuilding of it—the first in June, 1834; the second in March, 1837—the two together amounting to \$45,000. Some preliminary expenses were incurred under these appropriations, such as the construction of a caisson and the preparation of some of the foundation stone. The last appropriation was made after the plan and estimate had been laid before Congress, which plan received the approval of Congress by direct reference to it in the law.

104. The great expenses of such a work, in a position like this, have to be incurred, in the first instance, in order to protect it against the action of the sea. On this account, the small unexpended balance of the appropriations just named, after paying for the expenses stated, being of no account in the construction of the light, was allowed to pass to the surplus fund.

105. If an appropriation be therefore made for this work, it should be, at once, of the amount required in the estimates heretofore submitted, or nearly so. This amount is \$99,716.

106. It is very desirable that the adoption of any plan should not be incorporated in the appropriation law, but that the department should be left free to exercise its judgment in this respect, as, should it be found practicable to adopt the principle of Mitchell's screw moorings, to sustain a light at this locality, a saving of about half the amount now asked for would probably be made.

107. Light-house at Flynn's Knoll, entrance of New York harbor. Nothing has been done to this work since the superintendence of it was transferred

to this bureau. It was brought to the attention of Congress in the annual report of last year, a plan suggested, and an estimate furnished; also, in the course of the session, a committee of Congress went into a thorough investigation of the matter, approving of the plan which had been suggested; but no appropriation was made, it probably being then too late to introduce any in the customary bill for such objects. As the matter is now well known to Congress, I shall repeat the estimate of last year.

108. Harbor and river improvements. It has been matter of great anxiety with me how this subject should be treated. The department is fully aware of the great interest felt throughout the country in reference to these improvements, from the frequent inquiries that are made, and the urgent remonstrances at the neglect to which they appear to have been subjected.

109. In 1841 the subject was maturely considered, and, under the direction of the department, a classification was made, in which it was proposed that certain works should be completed, in a manner commensurate with the great objects involved, in reference to scale as well as to materials, and that others should be gradually finished, according to plans upon which they had been commenced.

110. In conformity with this principle, the estimate of that year specified certain harbors, in reference to the improvement of which there could be no difference of opinion, and submitted an item of a small amount for the repairs and gradual completion of others not specified, limiting, however, in both cases, expenditures to such works only as had already received the sanction of Congress by appropriations.

111. The classification did not give entire satisfaction, the impression being that a greater number of lake harbors should have been specified as of primary importance; and it was probably owing somewhat to this circumstance that appropriations were not made during the session of that year.

112. In the annual report of 1842, the department, seeing no adequate reason for changing its course in this respect, directed a repetition of the items of the annual estimate of 1841. As was said in the report of 1842, there could be no doubt of the propriety of a classification upon the principle which had been assumed; and the only question which could well be raised in reference to it was, that some of the works of the second class ought to have been placed in the first. But, as was remarked in that report, this was a question of no difficulty, it being perfectly within the power of the department to correct, on proper representations, or after more extended investigations.

113. And of those fine harbors, of which there are several on the lakes, which were not considered as embraced in either class, because they had never been subjects of the action of Congress, it was easy, as these should be made subjects of the appropriation laws, to include them in whichever class they could with the most propriety be placed.

114. These explanations, and such others as were obtained by inquiries and reports during the session, induced the committee having charge of such matters

to report bills embracing them, and also some additional harbors.

115. All these bills did not get through; but the approbation of the course, so fairly to be inferred from the bills reported and the sanction it received from the Executive, leave to this bureau no other alternative than to submit to your consideration a repetition of former estimates, with such modifications as the most careful considerations have suggested.

116. Improvement of the Hudson river near Albany. It would probably expose me to just rebuke were I to occupy your time in remarks upon so notorious a matter as the importance of the navigation of this river, the great highway of the trade between the West and the East, the trade of the lakes and of the Atlantic. The obstructions have already received the attention of the Government, and some amount has been expended in efforts to remove and to ameliorate them. But from the general suspension of works of this kind, which took place after the year 1838, and which fell upon the works of this river, as well as upon those of other places, it has not merely remained unfinished, but has received serious injuries from its incomplete condition, and the dilapidation of the machinery used upon it.

117. In the course of the last season, a thorough survey was made, to form the basis of a revised estimate, and to furnish the most accurate knowledge of its present condition. The report of this survey has not yet been received; but the officer in charge has advised that at least fifty thousand dollars should be required for the service of the next fiscal year.

118. Harbor of Mobile, Alabama. In the estimate of last year, eighty thousand dollars were asked for the work required to be done there. The operations at this harbor consisted in the dredging of channels through two serious and extensive bars—one called "Choctaw pass," and the other the "Dog River bar." These channels were to be twelve feet deep, and one hundred and twenty feet wide. The one through the Choctaw pass has been completed, and that through the Dog River bar had been commenced. The path through both is essential, as to make it through one only is a comparative waste of expenditure.

119. I do not now submit any estimate for this work, as, in my judgment, before any further expenditure is made upon it, a most thorough examination should be instituted, to ascertain how the channel holds which was cut through the Choctaw pass, and to ascertain the currents, their direction and velocity, and the character of the bottom throughout the bay as well as over the shoals.

120. Such an investigation, to be satisfactory, should be minute and accurate, and should extend much below, as well as above, the bars. For these purposes, the sum of five thousand dollars, for the survey of this harbor, will be submitted.

121. Mouth of the Suwannee, Florida. An accurate survey of the mouth of this river, together with an estimate for its improvement, were made in 1840, in pursuance of a law of Congress in 1839; and they were duly submitted to the consideration of Congress

in January last. The law under which this duty was performed authorized both the survey and the improvement; but the amount (fifteen thousand dollars) was so inadequate for both, that, after meeting the expenses of the survey, the balance was allowed to lapse to the surplus fund. The direction to make the improvement is still an obligation of law, but it cannot be executed until an appropriation be granted.

122. The obstructions consist of an oyster bank and shoal, which seal up the mouth of the river to vessels drawing more than four feet of water. The survey exposed a better channel than had been used heretofore, leading within the oyster bank; from which it was proposed to dredge an opening of sufficient width, and with a low-tide depth of not less than five feet, to the mouth of the river.

123. The river is one of the finest in Western Florida, and the mouth once attained, there is excellent steamboat navigation for many miles in the interior. The admirable position of the Cedar Keys is off the mouth of this river, yet sufficiently near to constitute its outer harbor. The estimate for the improvement is forty thousand dollars; which it is not doubted, would accomplish the object, as the dredge boats heretofore in use in Mobile bay could be readily assigned to the mouth of the Suwannee.

124. In the estimates heretofore submitted, thirty thousand dollars was asked for the service of a year; but when it is considered that the new fiscal year will give the appropriation unexhausted for the most favorable season for operations in that climate, and the difference between the estimate for the work and that heretofore asked for the year is so small, it is considered advisable to submit at once to the consideration of Congress the estimate for the whole.

125. Improvement of the Savannah river, Georgia. The obstructions to be removed, in this case, arise from what are called "the wrecks," which are the remains of vessels sunk by both the Americans and the British, during the revolutionary war; and from the gradual but increasing accumulation of mud and sand, in consequence, there is great danger that the port of Savannah will become in a measure inaccessible to vessels of much draught.

126. The plan proposed for removing the impediments was by dredging out the deposite, and by obstructing the passage between Argyle and Hutchinson's island. This last part of the plan, however, came in conflict with certain rights of the State of South Carolina, under an arrangement between that State and the State of Georgia, made in 1787. The State of Georgia was willing that the work should go on, but the commissioners on the part of the State of South Carolina objected to it; and, in consequence, only the dredging part of the plan was attended to. This was but a temporary relief; for the same cause existing, in a bottom or soil of so little tenacity, the same evil effects would again follow; and I have but little doubt that the amelioration from the dredging has by this time partially, if not entirely, disappeared.

127. If the channel could have been closed, as proposed, the additional volume of water thrown over the wrecks, and the additional velocity it would have

acquired, would, in all probability, have kept the passage free.

128. Under the circumstances, however, it will be readily admitted that it would be injudicious to ask for appropriations, or to make expenditures, in a case in which a part of the plan essential to its success cannot be pursued.

129. As the obstructions were occasioned by the nation, and for national purposes, the obligation upon the nation to remove them is very clear. And since the plan proposed cannot be pursued, the question is, can a plan be devised which shall not conflict with the vested rights of either State? It appears to me that this can be done by a direct attack upon the cause of obstructions; or, in other words, by removing these wrecks, or what remains of them, and thereby to restore the channel to its former condition.

130. I am fully aware that this notion may, to the minds of many, appear chimerical; but when I reflect upon the great improvements in machinery, and upon the extraordinary performances in the lifting of sunken and buried wrecks by Mr. Stacy and his associates, of New York, I am not without strong hopes of success. That gentleman is now examining the Mississippi, in order to see if his machinery can be applied advantageously to the removal of snags. This is a voluntary visit on his part, and at his own expense. Were he to go to Savannah, in order to examine the wrecks, it would be at the instance of the office; and as the examination could not be made as thoroughly as would be necessary to decide upon the practicability of the plan, without an expense of both time and money, he should, if employed for the purpose, have his expenses refunded.

131. But such is the specific character of our appropriation laws, that there is none out of which these expenses could be taken. It is therefore necessary to submit an estimate to meet them; one thousand dollars will be sufficient for the purpose. The object in contemplation is one of great importance, and the desired examination and report can readily be made in time for the action of Congress during its present session.

132. Cape Fear river, North Carolina. The improvements of this river, upon which the Government has been engaged, are below the town of Wilmington. They consist of jetties in the river and a dike to close the channel between the western shore and Campbell's island. The jetty work consists of 10,730 feet, and the dike is 960 feet long. The dike has not been finished.

133. To carry out the original plan, there yet remain to be constructed three jetties, comprising about 3,590 feet in length, the dike to be completed, and to rebuild 1,760 feet of jetty work.

134. The estimate for this work, in the fall of 1839, was \$40,000, but from the dilapidations to which this, as well as every other work of human art, is inevitably exposed, and from the utter inability of the department, for the want of appropriations, to make any repairs, that sum would now be inadequate to accomplish what the estimate then anticipated.

135. Dismal Swamp canal, Virginia. This canal belongs to an incorporated company, but the United States hold in it one hundred and fifty thousand dollars worth of stock. In 1836 and 1837, Congress made appropriations to improve its northern and southern outlets. The canal had its northern outlet in Deep creek, which, when the canal was first constructed, was sufficiently deep for the kind of craft then used; but since the canal has been enlarged so that vessels drawing six feet water can pass through it, this creek has become very shoal; and when southerly winds prevail, which occasion low tides, there was great detention at the outlet lock.

136. Dredging being unsuccessful, the following plan was suggested, viz: to build a dam across the creek, which would hold back the water to a desired depth, to cut a canal from above the dam about two miles and a quarter long, and to build a new outlet lock near Elizabeth river. This outlet is in twenty-five feet water, and within less than four miles of the navy yard. The width and depth of this new cut were greater than were required merely for canal purposes, and the cut itself was not considered a measure so essential to the uses of a canal as to have involved the company in the expenses for its excavation.

137. But these modifications were considered as important to its national uses, and as the best means of fulfilling the intention of the appropriation by the United States, which was to improve the outlet of the canal. They, no doubt, also much improved the uses of the canal; there was, in consequence, an understanding between the bureau (which at that time had charge of such United States expenditures) and the canal company, that if the company would excavate the canal of the dimensions proposed, the United States would build the dam and the outlet lock.

138. The company has fulfilled its part of the agreement; but before the United States had completed their part, the suspension of appropriations for these objects of 1838 occurred, and since that time the canal company has itself completed the lock and dam alluded to, and now urges the refunding of the amount expended by it for those purposes, being about thirty thousand dollars.

139. These circumstances occurred before the transfer of the work to the superintendence of this bureau. It does not appear that any formal agreement was entered into by the parties, but it is evident that such an understanding existed, and the department has always sanctioned an estimate to meet it. The agents of the company earnestly solicit attention to the claim. And during the last winter the president and a committee of directors visited Washington, with documents and books of the company, the better to explain it. Under these circumstances, it appears proper to bring the matter to your consideration, as an item of the estimates.

140. Harbor of Newcastle, Delaware. The true point of view in which this harbor should be con-

sidered is that of its being a winter harbor for the port of Philadelphia—a harbor of refuge, during the winter, for the commerce of that port and of the Delaware bay. And the object of the improvement is to furnish security and protection to that commerce.

141. Taking the average of our winters, there are about two months during which the river above Newcastle is blocked up with ice, and all navigation is stopped. And, even if the efficiency of steam ice-breakers should realize anticipations, yet vessels must seek shelter somewhere, while awaiting their turn to be towed up. And from the consideration that it is at Newcastle where the bay ends and the river commences, it will be there where the commerce of the port of Philadelphia must congregate, until it can pass up the river.

142. It is stated by the collector that no less than two hundred vessels, the aggregate tonnage of which may be computed at about forty thousand tons, now annually seek the protection afforded by the imperfect structures for that purpose which the Government has erected there; and it is well known that the fear that this protection will not be sufficient drives many a vessel, during the winter, to a more favored port.

143. The estimate now submitted is the result of a careful survey, and of a well-digested plan, the details of which have been already before Congress. The amount of the estimate, revised with great care, during the last season, is fifty-four thousand five hundred and fifty-five dollars. But it is considered that twenty-five thousand dollars will be sufficient for the ensuing fiscal year.

144. There are several other places on this river, at which the Government has, at various times, made expenditures for the protection of its commerce—such as at Port Penn, Marcus Hook, and Chester; but, in conformity with the principles of the classification before alluded to, it is not considered advisable to specify these. The bureau is, however, provided with specific estimates and plans for each, and is ready to furnish them whenever required.

145. Lake harbors. The subject of these harbors is one of extreme interest. It is difficult to approach it without feelings bordering on enthusiasm, in the contemplation of the vast amount of wealth, of power, of national greatness, and of a prosperity without precedent, as yet but the shadow of what it will be, which these harbors have already and are destined so much further to develop. Nor, in our contemplation, should we omit a just tribute of veneration to that great mind which foresaw them, and which projected and completed the canal from Buffalo to the Hudson, without the aid of which the immense resources of the lakes would yet have remained comparatively dormant.

146. It is within a few years, within the memory of a medium life, when these lakes, now teeming with such an immense commerce, were the lonely path of the wandering traveller, and of the Indian with his canoe; and when their extensive and fertile shores, now populated, cultivated, full of wealth, of prosperity, and of civilization, were the desert domicile of the wandering savage.

147. And in tracing effects to causes, the conclusion seems to me incontrovertible, that all is owing to those moderate aids which free institutions have furnished to the enterprise and industry of their citizens.

148. The total amount which has been appropriated for the improvement of the lake harbors, from the origin of the system in 1825 to the present day, is two million four hundred and sixty-three thousand five hundred and sixty-four dollars. Of this amount, ten thousand eight hundred and sixty-eight dollars have passed to the surplus fund, leaving, for the amount *appropriated and expended*, the sum of two million four hundred and fifty-two thousand six hundred and ninety-six dollars.

149. The division of this sum upon the several lakes, in conformity with the appropriation laws, has been as follows :

Upon Lake Champlain,	-	-	\$171,500
Ontario,	-	-	410,405
Erie,	-	-	1,201,344
Michigan,	-	-	469,447

150. As the object of these expenditures is to protect the commerce of the lakes, it may not be uninteresting to ascertain the value of that commerce. In order to determine this question with some accuracy, circulars were written, in 1842, to the agents of this bureau, and to those of the custom-houses upon the lakes, for such information as would elucidate it, and for returns which should exhibit the kinds and quantities of which the commerce was composed, extending through a series of years, from 1835 to 1842. These circulars were duly answered, and returns furnished from many places, giving all desirable details. From these returns, the consolidated statements annexed to this report were made, exhibiting the moneyed value of the commerce, and the kinds and qualities of which it consisted.

151. An examination of the statements will exhibit many imperfections, but will also clearly show that these do not occasion any errors of excess, but that, from deficient returns, and from the many towns not named, because no returns were received from them, the errors are of a kind only to exhibit less than the real amount of the commerce of the lakes.

152. The detail returns, from each place named in the consolidated statement, exhibit with much minuteness the kinds and quantities of articles export. ed and imported, as well as the moneyed value of the same.

153. To have furnished copies of these would rather have perplexed than elucidated the subject, and therefore the form of the consolidated statements now submitted was adopted.

154. These statements are of two kinds: one exhibits the moneyed value of exports and imports from 1835 to 1841, inclusive; the other, as far as could be ascertained, the kinds and quantities of articles of which the trade consisted for the year 1841.

155. The series of years enumerated in the moneyed value statement furnish data to judge of the increase of the trade; and the enumeration of kinds, in the statement of kinds and quantities, shows how

great a proportion of this trade consists in products of the soil.

156. Taking the year 1836 as an example, (the returns of 1835 being imperfect,) the whole import trade was then fourteen million one hundred and thirty-seven thousand and twenty-six dollars; and the whole export trade was two million three hundred and twenty-four thousand two hundred and forty-eight dollars. Now, referring to the year 1841, (the returns of 1842 being very incomplete,) it will be found that the import trade had increased to thirty-three million four hundred and eighty-three thousand four hundred and forty-one dollars, and the export trade to thirty-two million three hundred and forty-two thousand five hundred and eighty-one dollars—about sixteen times greater than the export trade of 1836, exhibiting the enormous increase in exports of about thirty million in five years, and an increase, in the same period, of about nineteen million of imports. The progress of this increase can be traced through the several years of the statement of moneyed value; and although the articles of which this commerce consisted is exhibited in the various returns in this office for the same years, yet, as before remarked, the consolidated statement is confined to the articles of the year 1841. The examination of this statement will show the kind and quantities of these articles for that year. From these returns it will appear that the commerce of the lakes amounted, in the year 1841, to sixty-five million eight hundred and twenty-six thousand and twenty-two dollars. And for this, as well as for all of the years of the statement, there is no account of the export trade of Buffalo, no returns of the export of that place having been received. I will beg leave, also, to remark, that by export and import trade, is intended to express the amount of trade, at the several harbors named, by means of the shipping of the lakes.

157. There can be no doubt that, since 1841, this trade has experienced a great increase, but the information in this office terminates with that year. There is not upon these lakes, being altogether inland, that well-established custom-house system which is found upon our Atlantic coast, and which enables the Government to obtain, so readily, the most accurate knowledge of the trade of the coast. But the vast importance of this lake trade, as now exposed, and the extreme value of a knowledge of it to the commercial statistics of our country, will no doubt attract to it the requisite attention and supervision.

158. The whole extent of lake coast is about five thousand two hundred miles; of which about two thousand is the coast of a foreign power. This, however, includes the coast of Lake Superior, from which there are no returns of its trade; and it also includes the coasts of connecting rivers, such as the straits of Niagara, Detroit, and St. Mary's, or Sault St. Mary.

159. This coast washes parts of the shores of no less than seven of our States and one Territory, viz.: Vermont, New York, Pennsylvania, Ohio, Indiana, Illinois, and Michigan, and the Territory of Wis-

consin. The population of these States, and of the Territory of Wisconsin, was, by the census of 1840, equal to seven million three hundred and sixty-nine thousand six hundred and forty-four. It cannot be said that all these inhabitants are immediately connected with the lake trade; but it may be said, with great truth, that at least one-third are; or, in other words, to an amount equal to two million four hundred and fifty-six thousand. The population of the riparian counties alone amounts to one million one hundred and fifty-seven thousand, (inclusive of the State of Michigan, which is emphatically a lake State.) It is not merely the population of the counties resting immediately upon the lakes, but also of those immediately adjacent, and those resting upon the river tributaries to the lakes, which depend upon the lake navigation for access to a market, and which justify the assumption of one-third, as above taken—an assumption that cannot be considered in excess. But commerce is like an endless chain; we know not where to limit its ramifications and interests; and, in this case, it is well known that the commerce of these lakes has extensive connections with the great valley of the Mississippi, and with the most important seaports upon the Atlantic.

160. From these remarks, I feel justified in the assumption of the following facts:

1st. The whole amount which has been appropriated and expended in efforts (and with much success) to improve certain harbors upon these lakes, from the commencement of the system to the present time, is no more than two million four hundred and fifty-two thousand six hundred and ninety-six dollars.

2d. The commerce of these lakes amounted, in 1841, to sixty-five million eight hundred and twenty-six thousand and twenty-two dollars.

3d. The coast of these lakes equals about five thousand two hundred miles, whereof about two thousand miles is a foreign coast.

4th. The population (American) immediately connected with, and depending upon, the navigation of the lakes is two million four hundred and fifty-six thousand.

161. In order to illustrate the relative connection between the lakes, and between the several harbors which have been subjects of Government appropriations, a map has been compiled, and will be found attached to this report. Upon an examination of this map, and particularly its extensive line of coast, among the physical peculiarities which are strikingly exemplified, is its nakedness of protection, its singular destitution of harbors, or places of refuge and shelter for its trade. The efforts of the Government in the improvements which have been authorized, and which are in a state of gradual completion, are to remedy these defects of the coast, in creating artificial protection to interests of such immense magnitude.

162. The classification which has been before alluded to was also applied to these lake harbors; and as it has prevailed in the estimates of the last two years, it may probably be advisable to adhere to it in the estimates for this, with such modifications as the

laws of Congress require, being, in the present instance, the addition of one new harbor to the list—Milaukie, on Lake Michigan.

163. In conformity, therefore, with the observations just made, the following specifications of lake harbors and of estimates is submitted :

164. Breakwater at Plattsburg and at Burlington, on Lake Champlain. Plattsburg and Burlington, upon opposite sides of Lake Champlain, are similarly situated in reference to the artificial protection they require. They are both open roadsteads, where the lake is very wide, and where the shores of the lake afford the principal landing places. The object of the improvement is to protect the shores of these towns, and to afford refuge to the lake navigation from the violent and destructive surf in times of heavy winds, by a breakwater established in the offing, with proper dimensions of length, breadth, and height.

165. The plans and estimates for the work were duly approved, and the work at both places has been pushed forward with some activity.

166. To add those extensions of the work which are necessary to afford the protection required, and in conformity to the approved plans, will call for an expenditure of about fifty thousand dollars at each of these places. But not more than twenty-five thousand dollars will be wanted at each during the next fiscal year.

167. Harbor of Oswego, Lake Ontario. This harbor is an important position upon our frontier, being a connecting point of the canal with the lake. Its importance is such, in the eyes of the Government, that, during the late state of inquietude on the frontier, appropriations were made for the erection of fortifications there. It may therefore, with great truth, be considered as a fortified frontier town. The original and natural harbor was a small bay, of good depth, but much exposed to the excessively violent surf of the lake.

168. The plan of protection has been that of extending a species of jetties from each side of the harbor mouth into the lake; and the plan may be considered as having been carried out, as present estimates rather contemplate the replacing with more durable the perishable materials used in the first instance, than additional works. But without such replacing, the work cannot stand much longer. The upper part, occasionally dry and wet, is exposed, like wood under similar circumstances any where else, to rapid decay. Three serious breaches had been made in the body of the work since 1839. These are now more to be apprehended, as the superstructure, from the causes stated, is becoming daily more feeble.

169. Under the direction of having the items of the estimate as low as sound economy and a judicious application of funds will justify, there will be required for this harbor, for the service of the next fiscal year, no more than forty thousand dollars.

170. Mouth of Genesee river, Lake Ontario. This is also a harbor which forms a point of communication between the lake trade and the Atlantic, by means of a branch of the New York canal, which has its outlet there. Its situation is more favorable,

in some respects, than that of Oswego, in being nearer the centre of supplies, about equidistant from either extremity of the lake, and in being so far from the military positions of our neighbor upon that lake as to be exempt from apprehension of sudden enterprise, that it constitutes an admirable point for a national depot.

171. The estimate for the completion of the work amounts to about \$60,000, but it has experienced such serious injuries since the date of that estimate, from its unfinished condition, and the utter inability, from the want of means, to make repairs as required, that it is doubted if that estimate will now hold out.

172. The report of an inspection, dated the 1st of September, 1842, represents that the "west pier head," eighty feet by ninety, is almost entirely destroyed to from four to seven feet below the water surface. There is also about forty feet of "the pier" gone, from two to four feet below the water surface. The wood work of this pier, generally, is in a bad condition. For about eleven hundred feet from the lake end it is in a tolerable state of preservation; but the remainder, about one thousand eight hundred feet, is much decayed above the water line. About forty-five feet of the "east pier head" has been swept away to from three to four feet below the water line; and of the pier connecting with this pier head, for about five hundred feet, the stone had been washed out to from two to six feet in depth. There was also a breach through it about forty feet long, and about three feet below the water line; and, generally speaking, the timbers, from the water line and above were in a state of decay.

173. With the balance of a former appropriation for repairs, about sixty feet of the west pier head has been rebuilt, the east pier partially repaired, and the breach mentioned was also repaired.

174. From an inspection in July last, the east pier had experienced additional and serious injuries; and serious apprehensions are entertained that the storms of the coming winter and ensuing spring will completely destroy the greater part of it.

175. Twelve thousand two hundred and forty-five dollars are estimated as required to place this work in a state of security, and ready to receive a superstructure of durable materials. This estimate, however, does not anticipate the effects of the ensuing winter and spring storms.

176. In reference to this work, and for the service of the fiscal year ending the 30th June, 1845, I do not consider it advisable to ask for a less sum than \$40,000.

(To be continued.)

EXTRAORDINARY ARRIVAL.—A party of nine O-jib-be-way Indians, from the wilds of America, late arrived in London. They are from the North Eastern shores of Lake Huron, in the vicinity of the Michipocoton or Georgian Bay. The group consists of two aged chiefs, four warriors, two women, and a little girl 10 years old, and all of them Her Majesty's subjects, said to be fair and interesting specimens of the wild Indians of the forests of America.

**LIST OF DEATHS, RESIGNATIONS, AND
DISMISSEMENTS IN THE NAVY, as ascertained
at the Navy Department, since December 1, 1842.**

DEATHS.

Captains.

Isaac Hull, February 13, 1843, Philadelphia.

Samuel Woodhouse, July 16, 1843, Chester county, Pennsylvania.

Commanders.

William Boerum, November 2, 1842, drowned at the mouth of Lorango river.

Edward S. Johnson, June 23, 1843, Newport, R. I. A. J. Dallas, July 12, 1843, Troy, New York.

Alexander B. Pinkham, July 23, 1843, Portsmouth, Virginia.

Lieutenants.

A. E. Downes, March, 1843, lost in the Grampus. John B. Cutting, May 20, 1843, at Rio de Janeiro, on board the frigate Columbia.

Alberto Griffith, December 20, 1842, Kingston, Ja.

George M. McCreery, March, 1843, lost in the Grampus.

William S. Swann, March, 1843, lost in the Grampus.

Levin Handy, September, 1842, on board the Constellation, East Indies.

George J. Wyche, October 25, 1843, at Boston.

Hunn Gansevoort, March, 1843, lost in the Grampus.

Assistant Surgeons.

Richard W. Leacock, March 31, 1843, on board the Somers, New York.

Edwin H. Conway, March, 1843, lost in the Grampus.

Nathan H. T. Moore, April 25, 1843, Baltimore.

Purrs.

Benjamin F. Hart, November 2, 1842, drowned at the mouth of Lorango river.

James S. Thatcher, March, 1843, lost in the Grampus.

Frederick Stevens, July 14, 1843, Nassau, New Providence, attached to the brig Boxer.

Passed Midshipmen.

Isaac S. K. You, March, 1843, lost in the Grampus.

John Brooks, June 4, 1843, Boston.

Midshipmen.

William B. Brown, August 11, 1843, Gloucester county, Virginia.

Edward N. Beadel, March, 1843, lost in the Grampus.

Andrew J. Lewis, March, 1843, lost in the Grampus.

James B. McCarthy, August 11, 1842, at sea.

Geo. A. Minshall, March, 1843, lost in the Grampus.

Masters.

Francis H. Ellison, May 18, 1843, navy yard, New York.

Nahum Warren, June 10, 1843, navy yard, Pensacola.

James Tewksbury, September 1, 1843, Philadelphia.

Boatswain.

John Smith, October 7, 1843, Brooklyn, New York.

Carpenters.

Alonzo Jones, January 18, 1843, Boston.

Samuel White, August 20, 1843, on board the store ship Lexington, at sea.

Levi Pease, May 12, 1842, New York.

James Leckie, November 12, 1842, on board the Vandalia, at sea.

Naval Storekeeper.

Cary Selden, May 26, 1843, Washington city.

RESIGNATIONS.

Lieutenant.

James T. Homans, May 15, 1843.

Passed Assistant Surgeons.

George W. Peete, May 29, 1843.

Charles William Tait, November 17, 1843.

Assistant Surgeons.

John A. Guion, January 30, 1843.

William G. G. Willson, September 9, 1843.

Purser.

Thomas Gadsden, March 31, 1843.

Chaplain.

Samuel T. Gillet, January 19, 1843.

Passed Midshipman.

William S. Ringgold, April 25, 1843.

Midshipmen.

William T. Burwell, May 20, 1843.

Gaspard Du Buys, April 6, 1843.

Walter P. Harrison, June 10, 1843.

Joseph B. Kinkead, August 26, 1843.

E. Randolph Neilson, October 11, 1843.

Henry G. C. Shaw, May 18, 1843.

Benjamin F. Van Hook, June 15, 1843.

Professor of Mathematics.

Joel Grant, October 2, 1843.

Boatswains.

William C. Clark, February 18, 1843.

Edward Lyons, August 30, 1843.

Amos Colson, February 23, 1843.

Gunners.

Henry Welton, February 23, 1843.

James C. Davis, February 11, 1843.

Paul W. Richardson, August 26, 1843.

Sailmakers.

James P. Wood, April 28, 1843.

Charles Frost, February 10, 1843.

MARINE CORPS.—Second Lieutenant.

John J. Berret, April 4, 1843.

DISMISSEMENTS.

Edward M. Vail, July 23, 1843.

Addison R. Taliaferro, October 18, 1843, (cashed.)

Midshipmen.

McKenzie Beverly, stricken from the list, March 17, 1843.

Samuel A. Miller, June 30, 1843.

Professor of Mathematics.

James Major, October 27, 1843.

Boatswain.

Ezra Chamberlain, January 26, 1843.

Naval Storekeepers.

R. C. Yates, April 13, 1843.

Paul R. George, July 18, 1843.

Paul Willard, July 25, 1843.

For the Army and Navy Chronicle.

THE DRUMMER BOY.

By ARTHUR T. LEE, U. S. A.

Aye, rattle away with a heart full of joy,
And a lip full of sweetness, thou merry-eyed boy ;
The pride of thy young breast there's nought can
subdue,

As lightly it beats 'neath the crimson and blue.

When morn from the east flings its earliest beams,
Thou art first with thy young arm to frighten our
dreams;

And the eye of the sternest falls softly on thee,
As thou swell'st the long roll of the loud reveille.

They say thou wert born in the camp, when the flash
Of battle gleamed red on each tent,—and the crash
Of arms,—and the groan—and the scream of the
fight,

Was the music that welcomed thy spirit to light.

They sought for thy father at dawning of morn,
But thy mother was husbandless ere thou wert born,
He gave up his life, that his home might be free,
And left but his glory to mantle o'er thee.

I heard thee but yesterday boastingly tell,
How strong was his arm, and how bravely he fell ;
And thy delicate fingers grew white as they played
Convulsed o'er the hilt of thy glittering blade.

Thou look'st to the world but a drummer boy now ;
But time will toss back those bright locks on thy brow;
And light in thy dark eye ambition's wild flame,
To lead thee to glory, and win thee a name.

I look on the fields that are yet to be won ;
Where the sheen of the sword flashes red in the sun ;
There thy brow wears the white plume, the pompon
is gone,

And thy lip gives the word as the column moves on.

Then rattle away with a heart full of joy,
And a lip full of sweetness, thou merry-eyed boy ;
In the gathering tide of thy fate there's a wave,
That may lift thee as high as the best of the brave.

FLORIDA.

It has been said, that the retreat shows the general, as the reply the orator ; and it is partly true ; although a general would rather build his fame on his advaces, than on his retreats, and on what he has attained, rather than on what he has abandoned. Moreau, we know, was famous for his retreats, insomuch, that his companions in arms compared him to a *drum*, which nobody hears of *except it be beaten*. But, it is nevertheless true, that the merits of a general are not to be appreciated by the battle alone, but by those dispositions that preceded it, and by those measures that followed it. Hannibal knew better how to conquer, than how to profit by the conquest ; and Napoleon was more skilful in taking positions, than in maintaining them. As to reverses, no general can presume to say that he may not be defeated ; but he can and ought to say, that he will not be surprised. There are dispositions so skilful, that the battle may be considered to be won before it is fought, and the campaign to be decided, even before it is contested.

WASHINGTON.

THURSDAY, JANUARY 25, 1844.

UNION.—Ten or more persons paying in advance at one time will be furnished with the Chronicle at \$4 00 each. Twenty or more, at \$3 50.

We have it in contemplation to publish in the Chronicle, quarterly, complete Army and Navy lists.

From the St. Augustine Herald, 9th inst.

MONUMENT TO THE OFFICERS AND SOLDIERS WHO FELL IN THE FLORIDA WAR.—The imposing ceremonies which took place in this city, on the 15th of August, 1842, on the occasion of the inhumation of the remains of those who had fallen during the recent desolating conflict in our territory, must have formed an indelible impression on the minds of those who had the melancholy satisfaction of participating in them. During the past week a very neat and plain marble monument has been erected over the spot where the sacred relics of those who fell in their country's cause are deposited in their last resting place, at the south side of the Barracks' Garden.

The monument is an Egyptian obelisk, surmounted by a blazing urn, and is twenty-one feet high. On the four faces of the monument are the following neat and appropriate inscriptions :

On the North face :

Sacred to the memory
of the
OFFICERS AND SOLDIERS, KILLED IN BATTLE,
and died on service during the
FLORIDA WAR.

On the West face :

This conflict,
In which so many gallant men
Perished in battle and by disease,
Commenced 25th December, 1835, and
Terminated 14th August, 1842.

On the South face :

A minute record
Of all the Officers who perished
And are here or elsewhere deposited,
As also of a portion of the Soldiers,
Has been prepared and placed in the
OFFICE OF THE ADJUTANT OF THE POST,
Where it is hoped
It will be carefully and perpetually
Preserved.

On the East face :

This monument
Has been erected in token of respectful and
Affectionate remembrance,
By their comrades of all grades,
And is committed to the care and preservation
Of the Garrison of St. Augustine.

Proceedings in Congress.**SENATE.****TUESDAY, DECEMBER 19.**

Mr. FOSTER, on leave, introduced a bill to establish a navy-yard and depot at or adjacent to the city of Memphis, on the Mississippi, in the State of Tennessee; which was read twice and referred to the Committee on Naval Affairs.

The joint resolution to provide for the examination and survey of the mouth of Red river, came up on its second reading as in Committee of the Whole.

Mr. BARROW moved to insert the word "Topographical" before "Engineers;" which was agreed to; and on his further motion the resolution was referred to the Committee on Commerce.

WEDNESDAY, DECEMBER 20.

Mr. BARROW presented a resolution adopted by the legislature of Louisiana, asking Congress to reorganize the second regiment of dragoons, by remounting them. Referred to the Committee on Military Affairs.

THURSDAY, DECEMBER 21.

The following resolution, submitted by Mr. BENTON yesterday, was agreed to :

Resolved, That the Committee on Naval Affairs be directed to inquire into the expediency of establishing a manufactory on the Mississippi river, for the purchase and manufacture of domestic hemp for the use of the American navy.

TUESDAY, DECEMBER 26.

The following resolution, submitted by Mr. BARROW on Friday last, came up, and was agreed to, viz :

Resolved, That the President be requested to communicate to the Senate, so far as in his judgment, the same may be done without prejudice to the public interests, such information as he may possess relating to claims of citizens of the United States upon the Republic of Mexico; and the correspondence which may have occurred in reference to the same.

The following resolution, submitted by Mr. BENTON on Friday last, came up for consideration, viz:

Resolved, That the President of the United States be requested to communicate to the Senate a copy of the proceedings of the court-martial in the case of Second Lieutenant D. C. Buell, third infantry, and of all orders and papers in relation thereto, from the original order for assembling the court to the final order for the "dispersion" of its members.

Mr. KING deprecated the practice of calling from the departments the proceedings of courts-martial, after final decision upon them by the department of the Government having charge of the subject. He did not think such a course subserved any good purpose to the country. The Constitution and laws had given another branch of the Government a control of the matter; and he thought, as a general rule, it would be improper for the Senate to interfere with the decisions of those courts, which were composed of officers of the army and navy for the trial of offences against the regulations of those services.

Mr. BENTON was understood to say that unless there were strong reasons for an interference, (which had regulated the practice of the Senate heretofore,) it might be improper to interfere. He merely wished the proceedings to be reported to the Senate, when he should ask that they might be laid on the table for examination, before making any other disposition of them.

The question was then taken on the adoption of the resolution, and it was agreed to.

FRIDAY, DECEMBER 29.

Mr. CRITTENDEN presented a preamble and resolutions adopted by the legislature of Kentucky in relation to the purchase and manufacture of American hemp for the use of the navy of the United States. Ordered to be printed, and referred to the Committee on Naval Affairs.

TUESDAY, JANUARY 2, 1844.

Mr. STURGEON presented a petition from sundry citizens of the city and county of Philadelphia, praying that the naval pension fund may be restored, or some other fund created, by which the pledges guaranteed in the acts of 1799 and 1800 may be fulfilled. Referred to the Committee on Naval Affairs.

THURSDAY, JANUARY 11.

Mr. KING submitted the following resolution, viz :

Resolved, That the Secretary of War be directed to communicate to the Senate the correspondence with General Worth, and other officers, relative to fortifying the keys and islands around Cape Florida, and for connecting the waters of the river Matanzas and the Musquito Lagoon with Indian river, at the harbor in East Florida. And also to communicate such further information, including plats and surveys, as may be in the possession of the department, relative to the construction of a railroad across the peninsula of Florida, with an estimate of what would be the probable cost of connecting the waters of the rivers alluded to, and of constructing the railroad with the aid of troops stationed in Florida.

The question was put on the resolution, by general consent; and it was adopted.

HOUSE OF REPRESENTATIVES.**THURSDAY, JANUARY 4.**

Mr. MOORE offered the following resolution; which lies over, under the rule :

Resolved, That the Secretary of War be directed to lay before this House, at his earliest convenience, any plan or recommendations he may think expedient and proper in relation to the reorganization and discipline of the militia.

Mr. SCHENCK submitted the following resolution; which lies over, under the rule :

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency and propriety of placing on the pension list the surviving widows and orphans of the officers and crew who perished in the United States schooner Grampus; and to report by bill or otherwise.

Mr. SMITH of Indiana offered the following resolution; which also lies over :

Resolved, That the Secretary of the Navy be required to report to this House, at as early a day of the present session as convenient, when the squadron under the command of Lieut. John S. McLaughlin was ordered into the service of the Florida war; the number and grade of vessels under his command; and the whole number of men, officers, sailors, soldiers, and marines, stated separately; the amount of pay received by the commander; if any extra or additional, for what, and how much, stating the amount

of pay given to each class of officers separately; how long it was from the sailing of the squadron to the end of the expedition; the amount of all kinds of supplies properly chargeable to said expedition, stating the kinds of supplies under their proper heads, and giving the hospital supply in detail; also, to state the loss of life in the expedition; those who fell victims to the climate by sickness, and those who were killed in battle; their number (not their names) and the number of the enemy that was killed or taken in battle; to state the average number of sick in the hospital during the time indicated; also, to state whether canoes were used in the expedition against the Indians; what was the cost of the aggregate, and what the cost of each separately.

Mr. HAMMET submitted the following resolution; which was considered, and agreed to:

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of establishing a navy yard and depot near the city of Natchez, in the State of Mississippi.

FRIDAY, JANUARY 5.

Mr. LEVY submitted the following resolutions:

Resolved, That the Committee on Military Affairs be directed to inquire into the expediency of an immediate occupation of Key West, and the Dry Tortugas as military and naval stations; and to report by bill or otherwise.

Resolved, That the Committee on Naval Affairs be directed to inquire into the expediency of reporting a bill making the necessary provision for placing the naval station at Pensacola in a condition to be useful as a navy yard on the Atlantic coast.

TUESDAY, JANUARY 9.

Mr. BIDLACK, in pursuance of notice heretofore given, introduced a bill for the establishment of a national foundry for the fabrication of cannon for the use of the army and navy of the United States. Referred to a select committee.

WEDNESDAY, JANUARY 10.

Mr. MCKAY reported a bill making appropriations for the support of the Military Academy for the fiscal year ending the 30th day of June, 1845.

It was read twice, and committed to the Committee of the Whole on the State of the Union.

Mr. MCKAY likewise reported a bill making appropriations for the support of the army for the fiscal year ending June 30, 1845; which was read twice, and committed to the Committee of the Whole on the state of the Union.

The following resolution, submitted by Mr. BARNARD on Wednesday last, was agreed to:

Resolved, That the Secretary of War be directed to transmit to this House a copy of the report of Captain Hughes, of the corps of topographical engineers, of the examination and survey made during the last season, of the Hudson river, above and below Albany, with reference to the navigation, and of the public works connected with the improvement thereof.

The resolution submitted by Mr. FRENCH directing the Secretary of the Navy to inform the House what progress had been made in the purchase of a site for, and in the erection of a marine hospital on the Ohio and Mississippi rivers, was agreed to.

The following resolution, offered by Mr. BOYD, was taken up and agreed to:

Resolved, That the Committee on Naval affairs be instructed to inquire into the expediency of construct-

ing a naval depot upon the Mississippi or Ohio river, in accordance with a recommendation contained in the report of the Secretary of War, bearing date December 5th, 1840.

The following resolution, submitted by Mr. MOORE, was next taken up; and was agreed to:

Resolved, That the Secretary of War be directed to lay before this House, at his earliest convenience, any plan or recommendations he may think expedient and proper in relation to the reorganization and discipline of the militia.

THURSDAY, JANUARY 11.

Mr. REDING, from the Committee on Public Expenditures, submitted the following resolution; which was considered, and agreed to:

Resolved, That the Secretary of the Navy be directed to lay before the House the expenditures of the Florida squadron, whilst under the command of Lieutenant John T. McLaughlin; and the settlement of his accounts as purser for the same squadron; and the amount of hospital and medical stores furnished before sailing; and the amount, and the items of the accounts, for other medical and hospital stores furnished by him while in command of the Florida squadron; the number of men, and the length of service, under his command; the amount of money paid him as a purser or lieutenant-commanding, or while acting in any other capacity, during the time of his acting in that service; whether he presented any accounts, and for what sum beyond his pay as lieutenant-commanding; and the decisions thereon, and the amount actually paid him, if any, beyond his regular pay, and by whom allowed.

Resolved, That the Secretary of the Navy, be directed, further, to lay before this House any charge or charges of misconduct, made against the said Lieutenant John T. McLaughlin whilst in command of the Florida expedition, and all papers connected therewith, and the disposition made of them by the department; and that the said Secretary be directed to lay before the House the proceedings of the court-martial which tried Lieutenant Robert Tansil of the United States marine corps, and all papers connected with the same.

Mr. PARMENTER, from the Committee on Naval Affairs, to which the subject had been referred by a resolution of the House, reported a bill for the relief of the widows and orphans of the officers, seamen, and marines, of the late United States schooner Grampus. Read twice, and referred to the Committee of the Whole House, and ordered to be printed.

Mr. MILTON BROWN introduced a bill to divide the United States into two military districts; which was read twice, and referred to the Committee of the Whole House.

FRIDAY, JANUARY 12.

Mr. WISE submitted the following resolution; which was agreed to:

Resolved, That the Secretary of the Navy be requested to report to this House a detailed statement of the expenditures for daily cost of the sick per man in each of the naval hospitals and naval stations within the United States, for the last ten years, with a detailed statement of the expenditures of the Bureau of Medicine and Surgery since its establishment up to the present time, as well for the bureau itself, as for each of the hospitals and stations referred to, together with a statement in detail of all unpaid claims against said bureau of any nature or character whatsoever. And to report further, what contracts are in existence for supplying the navy with

butter and cheese, when and by whom they were made, and when they will terminate; together with all the correspondence of the Secretary of the Navy concerning them.

SATURDAY, JANUARY 13.

On motion of Mr. HUGHES, the following resolution was adopted:

Resolved, That the Secretary of the Navy be required to inform this House—

1. How many establishments of a national character are established for the manufacture of hemp for the navy, when established, and what the annual cost.

2. What is the quantity of hemp consumed, and cordage, or canvass, or other manufacture of hemp, manufactured at each.

3. What is the kind of hemp used, foreign or domestic, and what the cost of each per ton at each establishment.

4. What experiments or inquiries (if any) have been made to determine the relative value of foreign and domestic hemp, and what the result.

5. What has been the annual quantity of cordage manufactured or purchased for the navy within the last five years, and whether made of foreign or domestic hemp; and also the quantity of canvass required for the navy within the last five years; how much thereof domestic, and how much of foreign manufacture; and also be required to inform the House whether the joint resolution of the Senate and House of Representatives, establishing hemp agencies in the State of Kentucky and Missouri for the purchase of water-rotted hemp, for the use of the navy, approved February, 1843, has been carried into effect in part or in whole—if the former, the reasons for it; and that he also inform this House the expenses of cultivating hemp in this District under the direction of the Secretary of the Navy; the persons employed, and the price paid. And also, that the Secretary of the Treasury be required to inform the House what has been the annual quantity of foreign hemp, cordage, canvass, and cotton bagging, for the last five years, distinguishing the tons, yards, or pounds of each, the value, and from whence imported, and the quantity of these re-exported.

Mr. JACOB BRINKERHOFF offered the following resolution; which, being objected to, was not received:

Resolved, That the Secretary of the Navy be directed to report to this House a list of the names of all the officers of the navy above the rank of midshipman, specifying the grade, age, and residence of each; the time when each officer respectively was last engaged in active duty under the orders of the Navy Department; and, when the absence from active duty in any case exceeds six months, prior to the first day of the present month, a brief statement of the reasons which, in each case respectively, have governed the department in permitting such absence; and also the amount of pay *per annum* of officers of each grade respectively, not engaged in active duty.

Mr. C. M. READ submitted the following resolution; which was considered, and agreed to:

Resolved, That the Committee on Commerce be directed to inquire into the expediency of regulating the appointments and promotion of the commissioned officers of the United States revenue marine, and providing for their confirmation by the Senate, and establishing court martials.

Mr. BOSSIER submitted the following resolution; which was considered, and agreed to:

Resolved, That the Committee on Roads and Canals be instructed to inquire into the expediency of establishing and constructing a national road from Natchitoches to Fort Jesup, thence to the Sabine river, in the State of Louisiana.

BIBLES AMONG SEAMEN.—A frigate and a brig, with crews amounting to seven hundred in number, cast anchor in Rochefort Roads, and an agent of the Bible Society, resident in the town, having ascertained that there was not a single copy of the Scriptures on board, paid a visit to the frigate in company with one of the members of the Committee. As soon as the commandant was made acquainted with the object they had in view, he came forward, and, in unison with the officers of the ship, greeted them kindly, and offered personally to superintend the distribution of the Scriptures among the crew, since he considered such a gift to be deserving of his particular attention. He then conducted them round the vessel, and bade them return on board the next day. Their own report of this second visit shall now speak for itself. “In pursuance of our promise yesterday, we presented the seamen on board of both ships with seventy-five Bibles and one hundred and fifty New Testaments in French, which gave one Bible and two New Testaments for each division of the crews. It was a delightful sight to watch the commandant distributing the volumes to the men, who had mustered on deck, with his own hand, while he explained the end which the Society aimed at in presenting them, and exhorted them not only to be careful in preserving the books, but to endeavor to profit by them. We were much pleased to observe the number of men who quitted the deck and began to pour over the sacred pages. One of the officers expressed his confidence, that the reading of the Scriptures would have an excellent moral influence upon the conduct of the men, and at the same time better qualify them for their duties as seamen. Having accomplished the intent of our visit in such a way as to afford us hopes that our labor would not prove in vain, the commandant stepped forward in the most engaging manner, and, telling us that he had ordered a boat to be got in readiness to take us ashore, took his leave of us; bidding us to convey his personal acknowledgements to our Society for so well-timed a donation of the sacred Scriptures.” The commandant in question was the *Prince de Joinville*; the frigate was *La Belle Poule*; and the agents were of the New York Bible Society.—*United Service Magazine*.

MAGNETICAL RESEARCHES.—Prof. Locke, of Cincinnati, has received a letter from Col. Sabine, R. A., Vice President of the Royal Society, congratulating him upon his magnetical discoveries in the regions of Lake Superior. Col. Sabine informs us that Lieutenant Sepoy was sent out by the British Government last summer to make magnetical researches from Toronto along the frontier upon Lake Superior, and thence by the usual route to York factory on Hudson's Bay, and that the results reported by Lieut. Sepoy coincide, in a “remarkable degree” with those obtained by Prof. L. on the United States frontier, on the south side of the Lake. Col. Sabine intimates that the British Government will not extend its scientific researches into the territories of the United States, but he urges that the citizens of the United States, make a magnetical survey of their own territory, and unite with the agents of his Government in completing a magnetical chart of the most interesting part of the globe; for it is now quite settled that either in, or about Lake Superior, the earth's magnetical attraction is greater than at any other spot on the face of the earth.

ARMY.**WAR DEPARTMENT,
ADJUTANT GENERAL'S OFFICE,**
January 13, 1844.

Persons employed, by authority of the War Department, to officiate as chaplains or schoolmasters at military posts, are allowed stationery at the rates established for subalterns of the army.

By order:

R. JONES, *Adj't Gen.*

Naval Intelligence.**U. S. VESSELS OF WAR REPORTED.**

Brig *Truxtun*, having on board the remains of Commodore Porter, sailed from Norfolk on the 21st instant for Philadelphia.

Frigate *Potomac* sailed from Boston on Friday.

HOME SQUADRON.—Sloops-of-war *Falmouth* and *Vandalia* arrived at Havana from Matanzas on the 25th December. The *Falmouth* left Havana on the 13th instant and arrived at Hampton Roads on Tuesday last.

Brig *Somers* at Trinidad de Cuba, December 25.

BRAZIL SQUADRON.—Flag ship *Columbus*, frigate *Columbia*, and schooner *Enterprise* at Buenos Ayres, and sloop-of-war *John Adams* at Rio Janeiro, about November 12.

The following is a list of the officers of the frigate *Raritan*, at New York, for the coast of Brazil, to relieve the ship *Columbus*, the flag ship of Commodore Turner.

Francis H. Gregory, Captain; Lieutenants, Law, Pennington; James F. Miller, Burritt Shepard, Edmund T. Shubrick, Maxwell Woo dhull; Acting Master, John B. Randolph; Surgeon, M. J. Foltz; Purser, A. E. Watson; Assistant Surgeon, Thomas M. Potter; Chaplain, John Robb; Lieutenant of Marines, William Lang; Professor of Mathematics, Edward C. Ward; Passed Midshipmen, John K. Duer and Robert Townsend; Midshipmen, Paul Shirley, H. K. Stevens, E. A. Hopkins, S. P. Quackenbush, F. M. Humphries, A. F. Warley, Charles Dyer, Jr., T. C. P. DeKraft, Milton Haxtun, John H. March, A. F. Monroe, and H. C. Hunter; Master's Mates, J. T. Powers, Charles Bishop, William B. Hayes, Richard H. Simms, Edward C. Henshaw, Thomas L. Botts, J. H. Watmough, G. D. Twiggs, William P. Humphries; B. G. Lindsay, and — Meehan; Boatswain, Robert Dixon; Gunner, G. Newman; Carpenter, William M. Laighton; Sailmaker, G. T. Lozier; Purser's Clerk, — Ailwinn; Captain's Clerk, John S. Gregory.

PACIFIC SQUADRON.—Sloop-of-war *Levant* arrived at Rio Janeiro November 11th, seventy days from Norfolk, to sail in fifteen or twenty days for the Pacific. The following is a list of officers:

Commander Hugh N. Page; Lieutenants, Robert G. Robb, Robert Handy, Joseph H. Adams; Acting Lieutenant, Louis McLane, Jr.; Acting Master, John D. Read; Purser, John B. Rittenhouse; Surgeon, Wm. M. Wood; Assistant Surgeon, Joseph Wilson; Midshipmen, David Ochiltree, George P. Welsh, Clark H. Wells, William M. Gamble, Edwd. Gordon, George W. Young, Edward H. Scovell, Alex. R. Abercrombie, Charles Wolley; Captain's Clerk, William V. Taylor; Boatswain, John Dunderdale; Gunner, Steadman M. Beckwith; Carpenter, John Green; Sailmaker, William Bennett; Purser's Steward, James Duvall.

Lieut. Barton had been detached from the ship on account of ill health.

Dec. ARRIVALS AT WASHINGTON.

Capt. L. J. Beall, rifles, Fuller's.
Major F. S. Belton, 4th art'y, do.
Ass't Sur. W. H. Van Buren, Gadsby's.

Jan.

4—Lieut. P. Calhoun, Rifles, Hope Club.
6—Col. T. Cross, Staff, Franklin Row.
9—Capt. W. P. Bainbridge, 4th Art'y, Holmead's.
10—Lieut. T. S. J. Johnson, 8th Inf'y, Fuller's.
Capt. S. M. Plummer, A. Q. M. do.

Marriages.

At Jefferson Barracks, Mo., 1st January, Capt. GOUVERNEUR MORRIS, U. S. A., to ANNA MARIA J., daughter of S. G. J. DE CAMP, U. S. Army.

At the Narrows, Long Island, New York, WILLIAM MACOMB, U. States Navy, to MARY E. STANTON, daughter of Col. HENRY STANTON, of the U. S. Army.

On the 28th inst., in the Parish of Natchitoches, Louisiana, Capt. WILLIAM MAYO FULTON, U. S. A., to CORNELIA C. B. PATTON, granddaughter of the late Col. ROBERT PATTON, of Philadelphia.

Deaths.

On the 19th December, in the West Indies, at Trinidad de Cuba, Lieutenant WILLIAM I. H. ROBERTSON, of the U. S. Navy. At the time of his death he was first lieutenant of the brig *Somers*.

At New Orleans, on the 3d or 4th instant, in the 84th year of her age, Mrs. PHOEBE HUNTER, mother of Lieutenant HUNTER, U. S. Navy.

AGENCY FOR CLAIMS AT WASHINGTON.—The undersigned offers his services as Agent for Claims upon either of the Departments or Congress.

Particular attention will be paid to the settlement of accounts of disbursing Officers, who may find it inconvenient to attend personally; especially those of the Navy. His experience and practical knowledge will afford many facilities.

Charges will be moderate and regulated by the amount claimed and the extent of services required. Communications (post paid) will receive immediate attention.

CHAS. DE SELDING,

Office, Sixth-street, next to corner of F.

References.—Commodore Charles Stewart, Commodore John Downes, A. O. Dayton, Esq., 4th Auditor, Treasury Department; A. T. Smith, Esq., Chief Clerk, Navy Department; John C. Rives, Esq., Washington; John Boyle, Esq., Washington; James Hoban, Esq., Washington; Chas. O. Handy, Esq., Purser, U. S. N.; John De Bree, Esq., Purser, U. S. N.; M. R. Waldron, Esq., Purser U. S. N.; Sam'l. P. Fodd, Esq., Purser, U. S. N.

Jan 1—31

OFFICIAL REGISTERS.—We have now in press the official Army and Navy Registers for 1844. They will contain, in addition to former publications, a table of pay, rations, and all other allowances for the past fiscal year. We shall print a few extra copies, and as the number will be limited, officers and others who may desire them are requested to send their orders immediately.

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